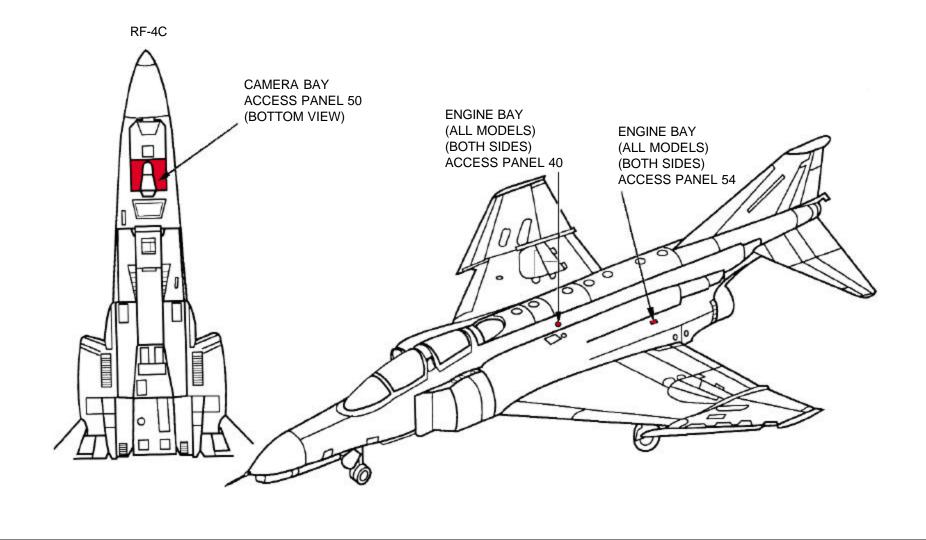
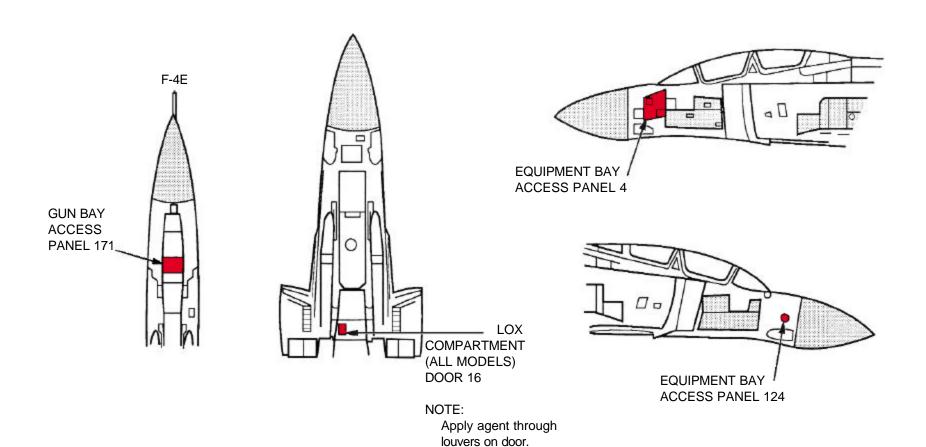
TO 00-105E-9SS-7 S SAFETY SUPPLEMENT TECHNICAL MANUAL S AEROSPACE EMERGENCY RESCUE S AND MISHAP RESPONSE INFORMATION (EMERGENCY SERVICES) S S S S S THIS PUBLICATION SUPPLEMENTS TO 00-105E-9 REVISION 10, DATED 1 MAY 2005, LOCATED AT WEB SITE: S http://www.robins.af.mil/logistics/LGEDA/Documents/to00-105e-9.htm. S S S <u>DISTRIBUTION STATEMENT</u> - Approved for public release; distribution unlimited. S COMMANDERS ARE RESPONSIBLE FOR BRINGING THIS SUPPLEMENT TO THE ATTENTION OF ALL AFFECTED AIR FORCE PERSONNEL. S S S PUBLISHED UNDER AUTHORITY OF THE SECRETARY OF THE AIR FORCE S S **15 SEPTEMBER 2005** S 1. PURPOSE. S This supplement provides instructions for update of TO 00-105E-9 Revision 10, dated 1 May 2005, affecting Chapter 8, S S Fighter Aircraft. This supplement is an updated file for the latest information regarding the QF-4 aircraft procedures S S affecting several pages with emphasis on Ejection Seat safing procedures. S S 2. INSTRUCTIONS. S a. This information, formated in PDF, can be downloaded and printed from this web site by the end user. Use the most current Adobe Reader for this function, available free from Adobe.com. S S S S b. This supplement to Chapter 8 updates information based on newly researched source data information regarding S this aircraft. The new file update should be added to Chapter 8 in TO 00-105E-9 Revison 10. The end user should S save this file and print the affected pages, if applicable to the user's operation. File a copy of this Safety Supplement S with the main Technical Order according to current regulations. S S S S NOTE S S S This information should also be included in mobility boxes where applicable. If your unit or a part of your unit is serving elsewhere, they should be informed of this Safety Supplement and how to obtain it. See TO 00-5-1 for Local Reproduction S S of TOs and Digital Media guidance. S THE END SAFETY SUPPLEMENT

AIRCRAFT SKIN PENETRATION POINTS

T.O. 00-105E-9 **QF-4**

The QF-4 is an unmanned/radio controlled version of the F-4 aircraft. It can also be flown by an aircrew when required. This aircraft carries a self destruct explosive mechanism for a radio controlled destruction if the aircraft becomes uncontrolable in the air or on the ground. Fire fighters are to only standby and keep personnel out of the self destruct and fire/explosive area.





SPECIAL TOOLS/EQUIPMENT Power Rescue Saw

Fire Drill II

Rescue Ladders (2)

AIRCRAFT ENTRY - ALL MODELS

WARNING

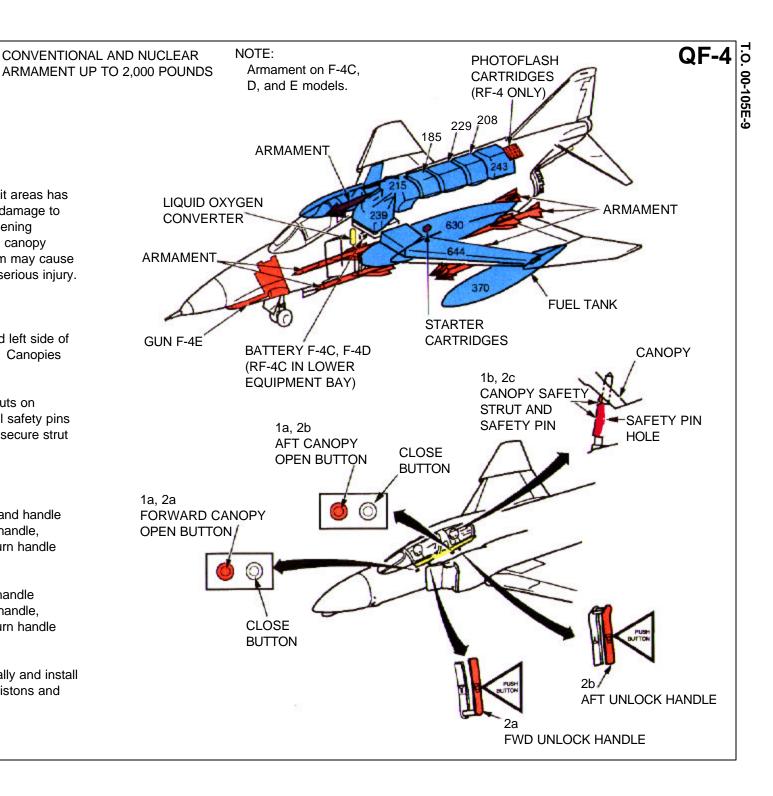
When bird strike damage to cockpit areas has occurred, check for foreign object damage to seat mounted initiator linkage. Opening canopy with items lodged between canopy actuator and seat firing mechanism may cause seat ejection resulting in death or serious injury.

1. NORMAL ENTRY

- a. Push canopy open buttons, located left side of fuselage, to unlock both canopies. Canopies will raise pneumatically.
- b. Install canopy hold open safety struts on canopy actuator pistons and install safety pins through pin holes on aft of strut to secure strut to the canopy actuator.

2. MANUAL ENTRY

- a. Push forward canopy open button and handle release button on manual release handle. located left side of fuselage, and turn handle counterclockwise to open position.
- b. Push aft canopy open button and handle release button on manual release handle. located left side of fuselage, and turn handle clockwise to open canopy.
- c. Lift and hold canopies open manually and install safety struts on canopy actuator pistons and install safety pins.



AIRCRAFT ENTRY-Continued

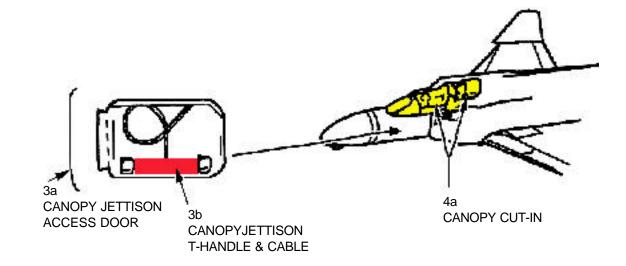
Г.О. 00-105E-9

3. EMERGENCY ENTRY

WARNING

Do not attempt to jettison canopies with left engine running or aft canopy open. If left engine is running, access must be gained over left wing to the cockpits, avoiding intake and exhaust areas. Ensure that no F.O.D. exists around top charge firing mechanism and its yellow trip rod. Open canopies normally or manually then retard throttles to idle position. If engines are not running and aft canopy is not open then use steps 3a and 3b.

- a. Press button to open access door, located on left side of fuselage forward of left intake, and remove T-handle.
- b. Pull T-handle to full cable length by walking towards nose of aircraft, then sharply pull Thandle to jettison canopies. Canopies will be jettisoned up and aft of aircraft.
- 4. CUT-IN
- a. Cut canopy along canopy frame on all four sides for each canopy with power rescue saw.

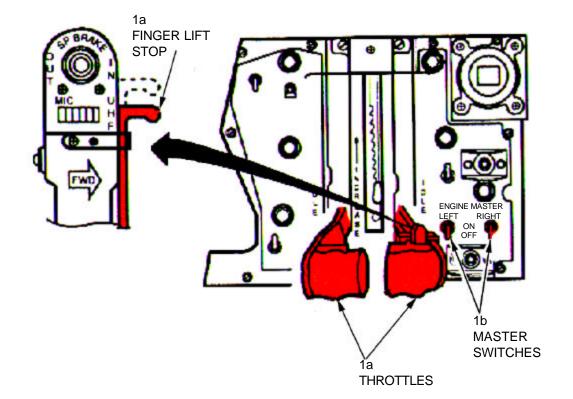


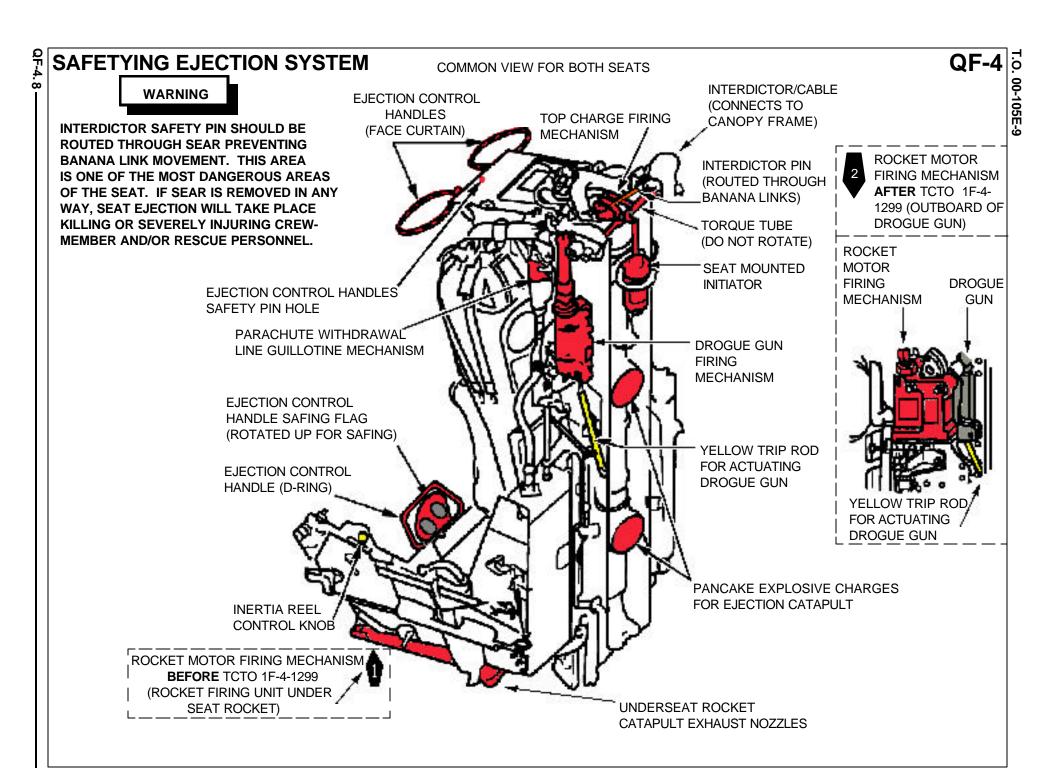
1. ENGINE SHUTDOWN

NOTE:

Engines can ONLY be shutdown from front cockpit. If throttles are jammed, engine can be shutdown by placing master switches to the OFF position.

- a. Raise finger lift stop and move throttles, located on left console, aft to OFF position.
- b. Lift master switches, located on left console, up and move aft to OFF position.





SAFETYING EJECTION SYSTEM AND AIRCREW EXTRACTION

1. SAFETYING EJECTION SEAT

WARNING

If canopies have been jettisoned or interdictor safety pin assembly is not installed in the catapult's top charge firing mechanism sear, a safety pin must be installed through the firing mechanism sear to prevent firing of the top charge by movement of any mechanical mechanism on the top of the seat. Failure to so and inadvertant sear removal will result in death or injury to crewmember and rescue crew in the trajectory of the seat.

- Ensure interdictor safety pin assembly is installed through both ejection seats' catapult top charge firing mechanism sear.
- b. Install safety pin in the seat mounted initiator, located behind top of seat and catapult.
- c. Disconnect Rocket Motor initiator hose by pulling out initiator hose safety pin.
- 2. AIRCREW EXTRACTION
- a. Raise leg restraint manual release handle, located on left forward side of seat bucket.
- b. Release lap belt by pulling up on release lever.
- c. Pull yellow survival kit handle, located next to crewmember(s) right leg, up and aft until it separates from kit, or release left and right survival kit buckles.
- d. Release left and right shoulder harness straps.

WARNING

To prevent possible injury to crewmember(s) use emergency harness release handle as last resort. When used, parachute restraints are released and will push crewmember forward.

